

**INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: No. 10 School Road at Andover Branch (Q-12)

QA-534

Survey Number: _____

Project: Bridge Replacement

Agency: FHWA/COE

Site visit by MHT Staff: X no ___ yes Name _____ Date _____

Eligibility recommended _____ Eligibility not recommended X

Criteria: X A ___ B X C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G
___ None

Justification for decision: (Use continuation sheet if necessary and attach map)

No. 10 School Road Bridge is a five-span timber beam bridge which was constructed in 1950. It is not the original crossing of the Andover Branch, since a bridge was originally constructed in 1918. Furthermore, since its construction in 1950, some of the deck members, as well as portions of the parapet, have been replaced. According to the 1998 Bridge Inspection Report, the stringers have poor structural integrity, and the whole bridge has been posted with weight restrictions for trucks. The Maryland State Highway Administration context for Maryland's bridge, "Historic Highway Bridges in Maryland, 1631 to 1960 Historic Context Report," (Paula A. Spero and Company, 1995) identifies the several character defining elements as necessary for a timber bridge to be eligible for inclusion in the National Register. These include bridges associated with county architects or builders, and the parapets and stringers must retain good integrity. One period of significance for wood bridges ended in 1900. A second occurred during World War II, when many other supplies were not available, and wood was frequently used during the 1940s. Since this bridge was constructed five years after the war ended, we believe it is not a significant bridge and thus is not eligible under Criteria A or C of the National Register of Historic Places.

Documentation on the property/district is presented in: Project Review and Compliance Files

Prepared by: Wilson T. Ballard Company for Queen Anne's County

Anne E. Bruder

6/8/2000

Reviewer, Office of Preservation Services

Date

NR program concurrence: X yes ___ no ___ not applicable

B. Kuntz

6/13/00

Reviewer, NR program

Date

Gray

Survey No. QA-534

**MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC
CONTEXT**

I. Geographic Region:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Eastern Shore | (all Eastern Shore counties, and Cecil) |
| <input type="checkbox"/> Western Shore | (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's) |
| <input type="checkbox"/> Piedmont | (Baltimore City, Baltimore, Carroll,
Frederick, Harford, Howard, Montgomery) |
| <input type="checkbox"/> Western Maryland | (Allegany, Garrett and Washington) |

II. Chronological/Developmental Periods:

- | | |
|---|---------------------|
| <input type="checkbox"/> Paleo-Indian | 10000-7500 B.C. |
| <input type="checkbox"/> Early Archaic | 7500-6000 B.C. |
| <input type="checkbox"/> Middle Archaic | 6000-4000 B.C. |
| <input type="checkbox"/> Late Archaic | 4000-2000 B.C. |
| <input type="checkbox"/> Early Woodland | 2000-500 B.C. |
| <input type="checkbox"/> Middle Woodland | 500 B.C. - A.D. 900 |
| <input type="checkbox"/> Late Woodland/Archaic | A.D. 900-1600 |
| <input type="checkbox"/> Contact and Settlement | A.D. 1570-1750 |
| <input type="checkbox"/> Rural Agrarian Intensification | A.D. 1680-1815 |
| <input type="checkbox"/> Agricultural-Industrial Transition | A.D. 1815-1870 |
| <input type="checkbox"/> Industrial/Urban Dominance | A.D. 1870-1930 |
| <input checked="" type="checkbox"/> Modern Period | A.D. 1930-Present |
| <input type="checkbox"/> Unknown Period (<input type="checkbox"/> prehistoric <input type="checkbox"/> historic) | |

III. Prehistoric Period Themes:

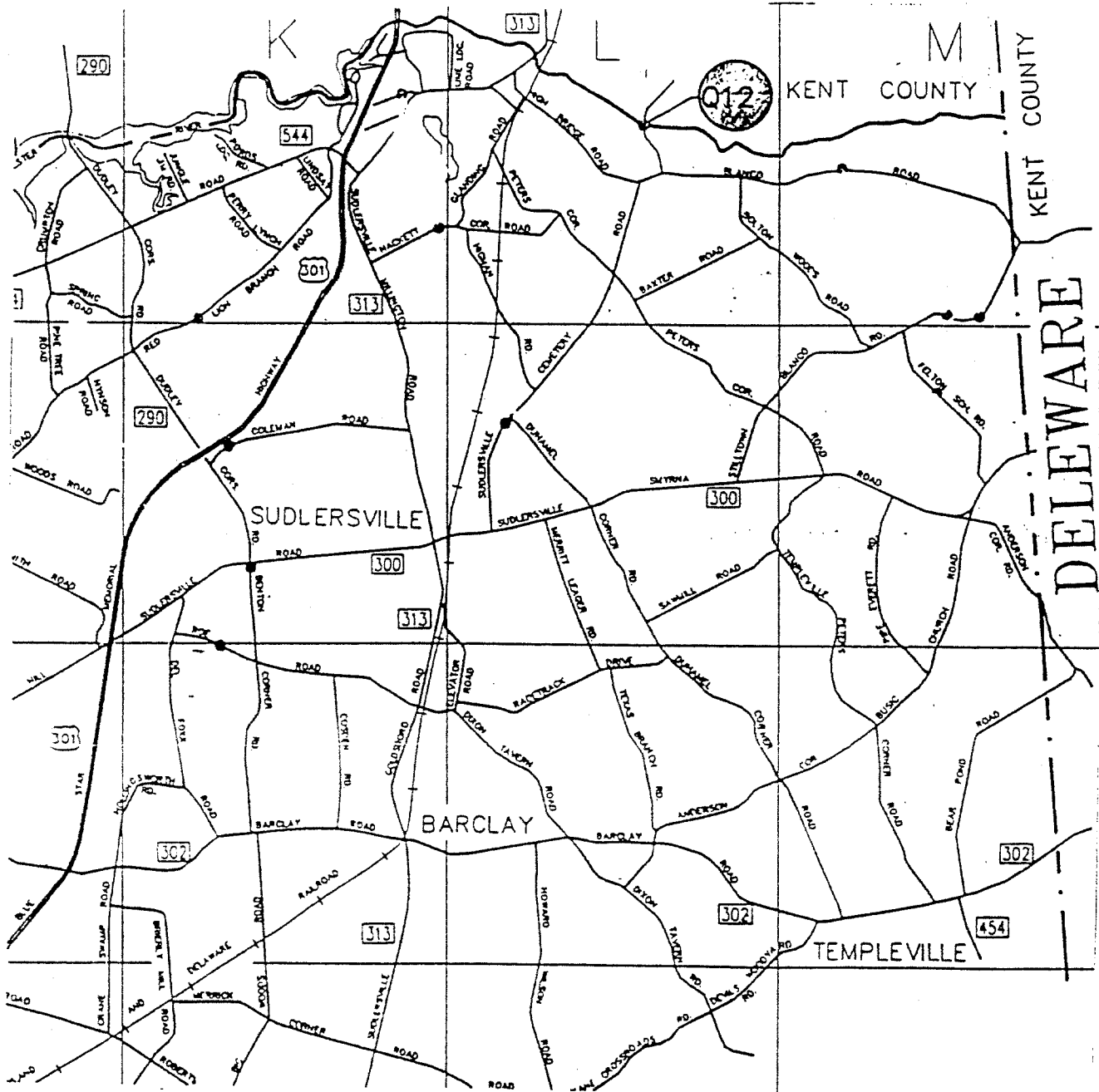
- | |
|---|
| <input type="checkbox"/> Subsistence |
| <input type="checkbox"/> Settlement |
| <input type="checkbox"/> Political |
| <input type="checkbox"/> Demographic |
| <input type="checkbox"/> Religion |
| <input type="checkbox"/> Technology |
| <input type="checkbox"/> Environmental Adaptation |

IV. Historic Period Themes:

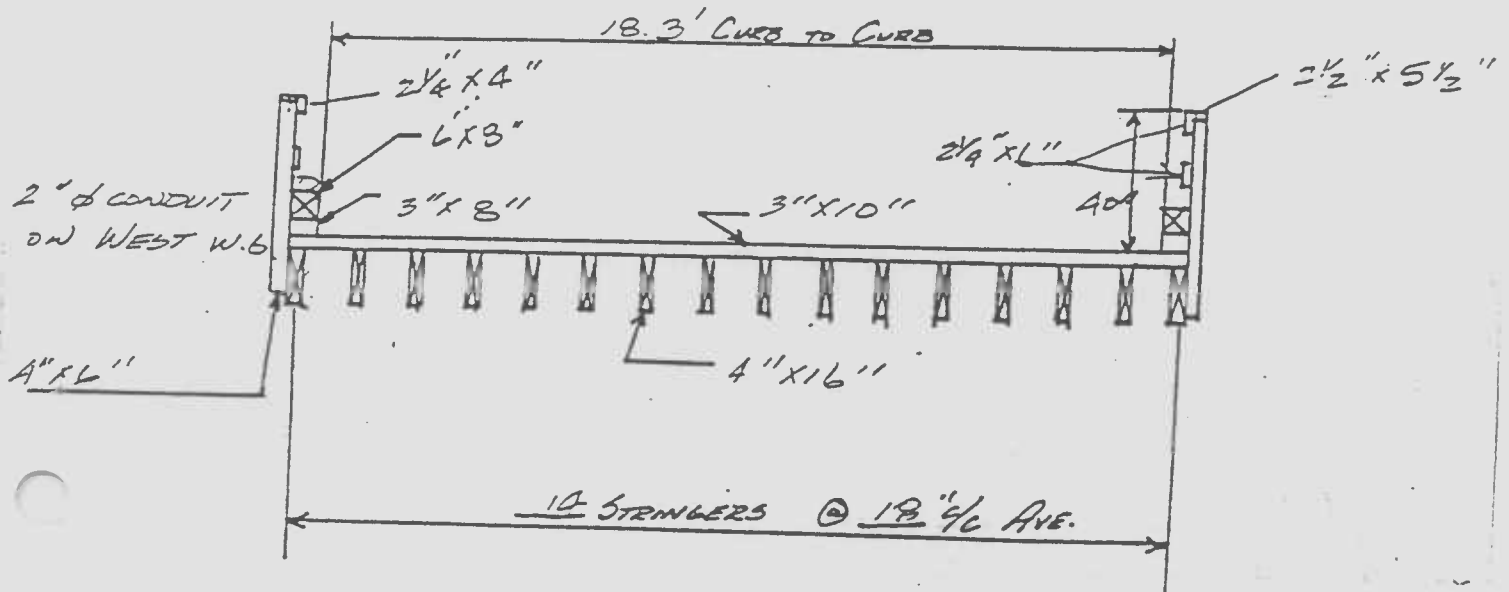
- | |
|--|
| <input type="checkbox"/> Agriculture |
| <input type="checkbox"/> Architecture, Landscape Architecture,
and Community Planning |
| <input type="checkbox"/> Economic (Commercial and Industrial) |
| <input type="checkbox"/> Government/Law |
| <input type="checkbox"/> Military |
| <input type="checkbox"/> Religion |
| <input type="checkbox"/> Social/Educational/Cultural |
| <input checked="" type="checkbox"/> Transportation |

V. Resource Type:

Category: Structure
Historic Environment: Rural
Historic Function(s) and Use(s): Stream crossing
Known Design Source: None known, possibly Queen Anne's County DPW



REPRODUCED FROM 1996
INSPECTION REPORT

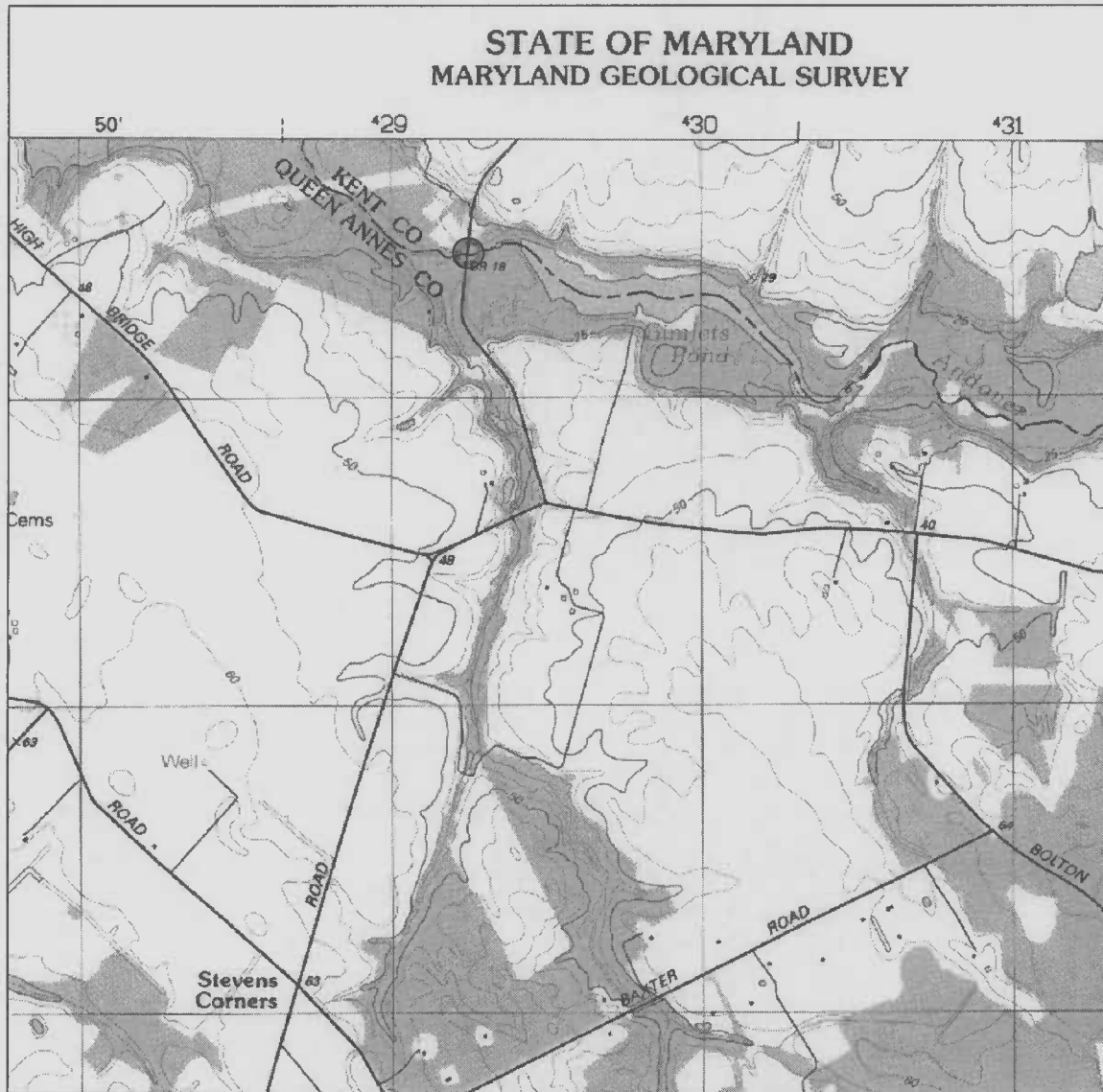


- 51-6 SPLIT AT ABUT.
- 51-7 SPLIT LENGTHWISE
- 51-11 SPLIT LENGTHWISE
- 52-11 SPLIT AT ABUT 3

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INSPECTION REPORT

QA-534

BRIDGE NO. 10 AT SCHOOL ROAD BRIDGE AT ANDOVER BRANCH (NO. Q-12)
STEVENS CORNERS (EAST OF SUDLERSVILLE)
SUDLERSVILLE QUAD



1998 QUEEN ANNE'S COUNTY BRIDGE INSPECTION
BRIDGE NO. Q-0012
NO. 10 SCHOOL HOUSE ROAD OVER ANDOVER BRANCH

QA-534



**PHOTOGRAPH NO. 5
EAST ELEVATION
(UPSTREAM END)**



**PHOTOGRAPH NO. 6
WEST ELEVATION
(DOWNSTREAM END)**